

ARMY AND NAVY CHRONICLE.

Published by A. B. Claxton & Co., at \$5 a year, payable in advance.

Vol. V.—No. 26.] WASHINGTON, THURSDAY, DECEMBER 23, 1837. [Whole No. 156.

CONGRESSIONAL DOCUMENTS.

REPORT OF THE SECRETARY OF THE NAVY.

NAVY DEPARTMENT,
December 2, 1837.

SIR: In the performance of my duty to lay before you at this time the condition of our Navy, I beg leave to submit the following report:

Within the year past, the repairs of the Columbus, Ohio, and Delaware, ships of the line, have been completed. The ship of the line Pennsylvania has been launched, and her equipments so far advanced as to be nearly ready to proceed to Norfolk, where they will be completed. The Erie, John Adams and Ontario, sloops of war, have been repaired. The steamer Fulton with her engines and machinery is nearly fit for service. Two sloops of war, to be called the Cyane and Levant, have been commenced under the appropriations of last year, and are nearly ready for launching, the one at Boston, and the other at New York.

For a particular statement of the condition of our vessels on the stocks, as well as those afloat at our navy yards, I beg leave to refer to the report of the Commissioners of the Navy Board, herewith submitted, (marked I;) and for the amount of timber, iron, and other materials, procured for the gradual improvement of the Navy, to their report, (marked L.)

The squadron in the Mediterranean consists of the frigates Constitution and the United States, and the schooner Shark. This is less than the usual force upon that station, but is deemed adequate to the present exigencies of our commerce in that sea; and as vessels were much wanted for other stations, none have been sent to that since the return of the Potomac and John Adams. The frigate Constitution must be recalled in the early part of the coming year, when an addition can be conveniently made to this squadron, and the ship of the line Pennsylvania sent to that station, should it be deemed expedient.

Our force in the Pacific at the time of my last annual report, was composed of the frigate Brandywine and the schooners Dolphin and Boxer; since which, the Brandywine, Commodore Wadsworth, has returned to the United States, and the Dolphin has been condemned and sold. The squadron now consists of the ship of the line North Carolina, Commodore Ballard, and the sloops of war Falmouth and Lexington, and the schooners Enterprise and Boxer. This is a considerable addition to our force on that station, but not greater than a due regard for our commerce in the Pacific at this time seemed to require.

The sloop of war Erie, Commodore Renshaw, returned from the coast of Brazil on the 15th of September last; and our squadron on that station now consists of the razee Independence, Commodore John B. Nicolson, the sloop of war Fairfield, and the brig Dolphin. The Independence sailed from Boston on the 20th of May last, having on board our Minister to Russia, Mr. Dallas, whom Commodore Nicolson landed at Cronstadt on the 29th of July, and then proceeded to his station on the coast of Brazil.

In the West Indies, the frigate Constellation, the sloops of war Boston, Concord, Natchez, St. Louis, and Vandalia, and the schooner Grampus, composed the squadron under Commodore Dallas. To this large force has been added the sloop of war Ontario, which sailed from New York on the 19th of August last, carrying out, in addition to her own crew, an

extra number of seamen and marines. The revenue cutters Dexter and Jefferson, which, by consent of the Secretary of the Treasury, were transferred to Commodore Dallas, after having performed the duties required of them, have been returned to the revenue service; and the steamers American and Major Dade, also under his command, have been transferred to the army, at the request of the Secretary of War. The employment of these revenue cutters and steamboats, under the command of Commodore Dallas, has subjected the Navy Department to heavy charges, not provided for in the appropriations for the year 1837. The West India squadron has been most actively and efficiently employed in the complicated duties of protecting the persons and property of our merchants and other citizens, in the West Indies and the Gulf of Mexico; of co-operating with our land forces in the Florida war, and of preventing the importation of slaves.

The sloop of war Peacock, Commodore Kenedy, which, with the schooner Enterprise, sailed from New York in April, 1835, on a cruise in the East Indies, and along the coast of Asia, with a view to the protection and extension of our commerce in that quarter, returned to the United States on the 26th of October last, having successfully accomplished the objects for which the cruise was undertaken. The Enterprise was detained by Commodore Ballard on the Pacific station, where her services were required.

Commodore Read, with the frigate Columbia and the sloop of war John Adams, is ordered to perform a cruise in the East Indies, and is expected to sail in a few days. A part of his crews are detained a short time, to assist in taking the ship of the line Pennsylvania from Philadelphia to Norfolk.

For the purpose of protecting our commerce and suppressing the slave trade on the coast of Africa, our ships of war have been occasionally ordered to touch at the settlements on that coast. The most recent visits to these have been made by the brig Dolphin, on her passage out to the coast of Brazil, and by the frigate Potomac, on her return from the Mediterranean to the United States. These visits have given the highest satisfaction to the colonists on the coast, and will no doubt be attended with beneficial results.

Lieutenant Commandant Gedney, in the schooner Jersey, and Lieutenant Commandant Blake, in the schooner Experiment, with their officers and crews, as sounding parties, attached to the coast survey, have been actively and very advantageously employed in the harbor of New York and waters adjacent. The discovery, by Lieutenant Commandant Gedney, of a new channel into the harbor of New York through which the heaviest ships may pass without danger, must add greatly to the commercial advantages of that harbor, and to its value as a naval station.

The survey of the harbors south of the Chesapeake, made by Commodore M. T. Woolsey, Captain Alexander Claxton, and Commander E. R. Shubrick, who were sent out for that purpose in the brig Porpoise, under the command of Lieutenant Commandant William Ramsay, being finished, that brig has since been employed, under the command of Lieutenant Commandant Wilkes, in the survey and examination of George's shoals off the coast of Massachusetts.

This survey has after much labor, been finished in the most satisfactory manner, and will add much to the safety of a navigation hitherto considered dangerous. Lieutenant Commandant Wilkes is now ordered to take command of the brig Porpoise, and make an examination and survey of the harbors of Beaufort and Wilmington, in North Carolina, and a

survey of May river, from Tybee bar to the Hunting island, which surveys are required by the act of the 3d of March last, making appropriations for the naval service.

Upon the application of the Board of Navy Commissioners, seventeen officers of the Navy were placed under their orders, for the purpose of making examinations required by the second section of an act of Congress of the 3d of March last, in relation to a selection of sites for light-houses. These officers have completed the duties assigned to them in a satisfactory manner, as the Commissioners have reported to the Secretary of the Treasury. The traveling expenses and increased pay consequent upon the employment of these officers on this duty, have been borne by the Navy Department, and have to that extent increased the naval expenditures beyond what was contemplated in the estimates for the year.

The vessels enumerated in commission on foreign stations, or about to sail, including the five vessels of the South Sea Exploring Expedition, compose a larger naval force than we have had in commission at any time since the late war with Great Britain.

The satisfactory condition of our forces abroad affords us the opportunity of providing for a home squadron for the protection of commerce on our extensive coast. Estimates for such a squadron are submitted with those for the general naval service for the year 1838.

Within the past year the number of Captains of the Navy has been increased from forty to fifty; of commanders, from forty-one to fifty; of lieutenants, from two hundred and sixty to two hundred and eighty; of surgeons, from forty-four to fifty; and of assistant surgeons, from fifty to sixty. This increase of officers was deemed necessary, from the increased number of ships to be put in commission, to meet the exigencies of our growing commerce.

The numbers of surgeons and assistant surgeons have not been increased in a just proportion with those of the captains, commanders, and lieutenants; and the wants of the service require a further addition to their numbers.

SURVEYING AND EXPLORING EXPEDITION.

As the appropriations for the South Sea Exploring Expedition, in the law authorizing the same, amounting to three hundred thousand dollars, were inadequate to the expense of its outfit, it became necessary to submit estimates for further appropriations for this object, which was done at the last stated session of Congress. With my letter to the President of the United States of the 6th of February last, and by him submitted to the House of Representatives, were statements of the Board of Navy Commissioners, by which it appears, that there had been expended upon the Macedonian from those appropriations about \$62,000; upon the ship Relief, barks Pioneer and Consort, and schooner Pilot, to be taken from the same appropriations, the sum of \$168,000; and that to complete the equipments of these vessels, exclusively of provisions, instruments, and contingencies, with the preparation of which the Board was not charged, it was estimated that \$70,000 more would be required; making in all \$300,500, exceeding by \$500 the amount of the appropriations. The estimate submitted for the annual expenses of these vessels was \$346,431 00, amounting, for the three years, during which time it was intended the exploring squadron should be absent, to \$1,039,293 00. In this estimate is included the sum of \$43,842 50 for the annual expense of the scientific corps of the expedition, amounting, with their assistants, to the number of eighteen. As this statement of facts could leave no doubt that the Exploring Expedition would cost nearly, if not quite, a million and a half of dollars, and as it greatly exceeded in number of vessels and men the most successful expeditions of a

like character heretofore sent out by the maritime Powers of Europe, it was believed that its amount would have been reduced by withholding a part of the appropriations asked for by the estimates. This however was not deemed expedient, and the full appropriations were made by an act of the 3d of March last.

Before this time, Lieutenant Commandant Tatnall, who had performed a cruise to the coast of Mexico in the Pioneer, reported so unfavorably of her sailing, that it was deemed proper to examine into her condition, as well as that of the bark Consort and schooner Pilot, which, with the Pioneer, had been built expressly for this expedition, and which, in point of sailing, were not considered equal to the Pioneer.

On the 10th of April, Commodore Jones was informed that the Commissioners of the Navy had made arrangements to have a thorough examination of the barks Pioneer and Consort, and the schooner Pilot, with a view to ascertain their sufficiency for the service contemplated; that the chief constructor, Col. Humphries, and Mr. Grico, naval architect, were ordered on this duty, and Commodore Jones was requested to join them, which he did.

On the 26th of April, at his own suggestion, he was instructed, with the vessels of his squadron, except the Macedonian, to proceed to sea, and make a full trial of their sailing; and was directed to return to Norfolk within twenty days after sailing.

Commodore Jones, on his return from his experimental cruise, reported favorably of the sailing qualities of the vessels; but recommended that they should be put into dry dock, for the purpose of the examination which had been proposed, and for such repairs and alterations as might be deemed necessary. Measures were taken for doing this as soon as the ship of the line Delaware, then under a course of repairs, could be taken out of the dock.

On the 30th of May, Commodore Warrington was directed to prepare the Pioneer, Consort, and Pilot, for going into dock. As Commodore Jones had required that another schooner should be added to his squadron, without which he should not consider the expedition complete or efficient, it seemed the more proper that the condition of these vessels should be thoroughly examined.

On the 8th of June, a board of officers, Commodores Chauncey, Morris, Warrington, Patterson, and Wadsworth, was ordered to make such examination, and to inquire whether the expedition might not be reduced in number of vessels and men, with advantage to the country and without prejudice to the success of the expedition. This inquiry I wished made, from the consideration that the difficulty of procuring the necessary funds for fitting out this squadron was greatly increased by the suspension of specie payments by the banks, which had then taken place; which difficulty had not been foreseen by Congress when the large appropriations for the expedition were granted, and which made it the duty of the different departments of Government to limit the usual and authorized expenditures, as far as the same could be done without injury to the public service; and from the consideration that, should a part of the vessels of the squadron be found unfit for the service required, it would be better that the squadron should sail with a reduced force, than wait until other vessels could be substituted.

On the 13th of July, the board reported that the occupation of the dock at Gosport, and the employment of some of the members of the board, prevented a meeting until the 30th of June. That the barks and schooner were put into dock and examined; certain alterations recommended, which could be completed, by which the vessels "might be made to answer the purposes proposed sufficiently well to justify their employment."

The board state, that had they "been called upon

before any preparations had been made, to state the number and character of the vessels, which in their opinion, would be best calculated to secure the attainment of these proposed objects, they certainly would not have recommended those which have been prepared." They were of opinion that a smaller number would have answered the purposes; yet, from a consideration of the expense incurred, the time spent in preparing the force, and other circumstances which they enumerate, and as the officer selected to command the expedition was satisfied with the vessels, they came to the conclusion, that no reduction could be made in their amount at this late period, without prejudice to the success of the expedition. They, however, recommended a reduction of the number of officers and men to about five hundred, exclusive of the scientific corps. To this reduction, although in my opinion a very proper one, Commodore Jones made such decided objections, that I thought proper to yield to his wishes, and so inform him; and his force was continued at six hundred and three officers and men, exclusive of the scientific corps.

Before the proposed alterations could be completed, Commodore Jones discovered that the cooking galleys, originally ordered at his request, made upon a new plan for burning anthracite coal, would not answer the purpose proposed; and on the 1st of August he requested they might be replaced by others. The galleys wanted have been made with all possible despatch, at the navy yard at this place, and the last of them was sent to Norfolk on the 6th of October.

On the 26th of September, I issued orders to Commodore Jones to proceed with the vessels of his squadron from Norfolk to New York, as soon as they could be prepared for removal. He was not able to sail from Norfolk before the 12th of October, and arrived at the harbor of New York on the 16th of that month.

As I believed the schooner *Pilot*, notwithstanding the alterations made in her was not well fitted for service in the expedition, I gave to Commodore Jones the privilege of purchasing such a fast sailing schooner as he might select, to be substituted for the *Pilot*. In consequence of which, on the 8th of September, he purchased the schooner *Clara*, now called the *Active*, for eight thousand dollars; upon which he was authorized to put such repairs and improvements as he might think necessary, at the navy yard, New York.

Although the vessels had not heretofore been in a situation to receive the scientific corps, and I could not with propriety order them to report to the Commodore for duty, yet I thought it proper to put them upon pay; which was done on the 4th day of July last. And I requested Commodore Jones, if his convenience would permit, to meet a large portion of them at Philadelphia, for the purpose of having a perfect understanding with them, as to their accommodations with their books, instruments, &c. on board the vessels of his squadron. This meeting took place in July, and such arrangements, I understand, were made, as were perfectly satisfactory to the Commodore and to the gentlemen of the scientific corps.

As it was necessary to procure a great variety of articles for the gentlemen of the scientific corps, for which requisitions could not conveniently be made without a consumption of much time, I found it necessary to place funds in the hands of one gentleman of the corps in Philadelphia, and one in New York. I also placed five thousand dollars in the hands of Commodore Jones on the 29th of August last, for the purpose of purchasing such articles for the expedition as it was inconvenient to make requisitions for; and on the 12th of October placed twelve thousand dollars, subject to his drafts, for like purposes, in the hands of his purser. This unusual course was adopt-

ed, that there might be no delay in the sailing of the Expedition.

The objects of removing the squadron from Norfolk to New York, as stated by Commodore Jones, were to complete the stores, and to introduce some proper apparatus for heating the vessels in cold latitudes. These, I took it for granted, would not require more than two or three weeks for their completion; and from the general order of Commodore Jones, at Norfolk, I felt a confidence the expedition would leave the United States in the month of November. I, therefore, as soon as I knew of the arrival of the squadron in New York, directed the gentlemen of the scientific corps to report to Commodore Jones for duty.

On the 3d of November I wrote to Commodore Jones that the chronometers for his squadron were ready at the depot, in this place, and requested him to send two competent officers to take charge of them. On the 10th of the month I sent him a sailing instruction to be carried into effect as soon as his vessels were, in all respects, ready for sea, and on the 16th of the month twenty five chronometers, in good order, were delivered to the officers sent for them.

Had I known the extent of work required for the vessels of the squadron, after their arrival at New York, I should not so soon have directed the scientific corps to report, or have issued my sailing instructions.

By a letter from Commodore Ridgely, of the 21st November, I find that the work upon the vessels of this squadron, after their arrival at New York, up to the 15th of the month, amounted to four thousand six hundred and thirty-one dollars; and that there remained to be done, after that day, to the amount of two thousand three hundred and thirty-three dollars, all of which requires much more time than I had anticipated.

All this work, I believe, however, is necessary, and would not have been ordered by Commodore Jones, if the health and comfort of his crews, and the safety of the expedition had not depended upon it; and, impatient as the public is, that the expedition should sail immediately, it is better that there should still be some days' or weeks' delay, than that it should sail before the vessels are fully prepared.

The Commissioners of the Navy hold no correspondence with the commanders of vessels in commission, except in relation to their supplies of provisions and stores. The steps, therefore, taken by Commodore Jones, under his discretionary powers, to have the vessels of his squadron fitted out as he should deem most expedient, were not under the control of the Commissioners, nor subjected to the strict regulations generally observed in fitting out vessels for foreign stations.

It was believed, however, that but little work remained to be done on the vessels after their sailing from Norfolk, and that but a small advance would be required for completing the stores. Yet it appears, from the letter of Commodore Ridgely, before cited, that the expenditures required at New York for these vessels amounted to the sum of \$6,932 89, and for the schooner *Active*, including sea-stores, the sum of \$14,700 96; in all \$21,633 85. To these must be added purchases, made by authority of Commodore Jones, of articles, for which requisitions have not been required, the amount of which is not known.

In my last report to the House of Representatives of the 13th of October last, I expressed an opinion that no further appropriation would be wanted for the expedition for the present year; but in ascertaining all the expenditures for the vessels since they left Norfolk, and what is still required for their equipment, it may be found that a further appropriation will be wanted for the present year, the amount of which cannot now be stated.

DRY DOCK AT NEW YORK.

In obedience to a law of the 3d of March, 1835, authorizing the construction of a dry dock for the naval service in the harbor of New York, or in its adjacent waters, I caused soundings and other examinations to be made by an able engineer, Loammi Baldwin, Esq., for the purpose of selecting a proper site for such a dry dock. The report of Mr. Baldwin was decidedly in favor of the present navy yard at Brooklyn as this site, which was accordingly recommended in my report to the House of Representatives. This, it appears, however, was not satisfactory; and on the 3d of June, 1836, the House of Representatives, by their resolution, directed this Department to ascertain, as far as practicable, the practicability of establishing a navy yard at or near Barn Island, in the straits called the East River, which connects Long Island Sound with New York Bay; also, at Perth Amboy and Jersey City, in the State of New Jersey; the comparative advantages and disadvantages of those sites, and the site of the navy yard at the Wallabout, on Long Island, for the purposes of a navy yard; the expense of erecting the works recommended by Colonel Baldwin at the Wallabout, according to the plan prescribed by that engineer; the expense of a dry dock at each of the above positions; the expense of purchasing the necessary quantity of land, and erecting buildings of equal convenience with those now owned by the United States, at the Wallabout, and the probable amount for which the lands, buildings, and other property of the United States at the Wallabout, might be disposed of, if offered for sale.

Under this resolution, I employed Mr. Baldwin to make the necessary examination and inquiries, and on the 10th of December last submitted to the House Mr. Baldwin's very elaborate report, by which it would appear that the navy yard at Brooklyn, according to his former report, should be selected as the site of the proposed dry dock.

On the 22d of February last, the House of Representatives resolved that the Secretary of the Navy be directed to cause an examination to be made of the various positions, not heretofore examined, in the waters of the New York Bay and its vicinity, which are adapted to the establishment and construction of dry docks, and to report their comparative advantages and disadvantages to the House of Representatives, at the opening of the next session of Congress.

Under this resolution, I employed Professor James Renwick, of New York, to make the necessary examinations. He surveyed, with great labor and care, a bay at Constable's Point in New Jersey, called Kill Van Kull, which, in his opinion, presents many advantages as a station for a dry dock and navy yard; which will be communicated to the House of Representatives in a separate report.

It is greatly to be regretted that so much time has been lost in making the proper selection for the site of this dry dock, the completion of which would be of the greatest advantage to the naval service.

MARINE CORPS.

In my last annual report, I stated that previously to the passing of the act of the 30th of June, 1834, for the better organization of the United States Marine Corps, double rations had been allowed to the Commandant of the corps, and to the officers of the same, commanding at the navy yards at Portsmouth, Boston, New York, Philadelphia, Washington, Norfolk, and at Pensacola; to the senior marine officers in the squadrons in the Mediterranean, the West Indies, on the Brazilian coast, and in the Pacific ocean; all receiving the sanction of Congress by their appropriations. By this act, the officers of the Marine Corps are to receive the same pay, emoluments, and allowances, as

are given to officers of similar grades in the infantry of the army.

The act of the 16th of March, 1802, fixing the peace establishment of the United States, authorizes allowances to the commanding officers of each separate post, of such additional number of rations as the President of the United States shall, from time to time, direct. These provisions of the last act were continued by an act of the 3d of March, 1815, fixing the military peace establishment.

The paymaster of the marine corps made payments for double rations to officers heretofore receiving the same, from the 1st of July to the 30th of September, 1834; but the accounting officers of the Treasury did not think proper to allow the same, inasmuch as the commands of these officers had never been designated as separate stations, agreeably to the rule prescribed for the army.

This was a case of difficulty which, it was respectfully suggested, required legislative interference, which suggestion I beg leave to repeat.

The rule for allowing double, or increased rations should be fixed by law. This subject has received the attention, but not the final action of Congress.

NAVY YARD AT PENSACOLA.

The report of Commodores Stewart and Dallas, and Captain Bolton, who were appointed a board to prepare plans for the improvement of the navy yard at Pensacola, contains no estimate of the expense of carrying the proposed improvements into effect; and as that expense must be necessarily very great, it was deemed proper to employ an able engineer to make the necessary estimates.

Col. Loammi Baldwin, under whose superintendence our two dry docks were constructed, was applied to for this purpose; and an arrangement made with him to perform this service, if the professional business he had engaged to perform in the State of Georgia would permit, of which there would have been but little doubt; but his loss of health, in this previous duty, was such as to leave no hope that he could, during the proper season, make the examinations and estimates required.

An arrangement has since been made with Col. Totten, of the Army, with the assent of the Secretary of War, to make these examinations and estimates; and he is now on his way to Pensacola for this purpose. It is hoped that, in the course of this and the next month, this important duty may be performed, in a satisfactory manner, by the officer to whom it is entrusted.

NAVY PENSION FUND.

The number of invalid pensioners payable out of this fund is	-	-	-	356
And the annual sum required to pay them is	-	-	-	\$28,895 70
The number of widow pensioners is	-	-	-	238
And the annual sum required to pay them is	-	-	-	47,820 00
The number of minor children pensioners is	-	-	-	84
And the annual sum required to pay them is	-	-	-	11,052 00

The whole number of pensioners is	-	-	-	678
And the present annual charge is	-	-	-	\$87,767 70

This statement is complete to the 1st of October, 1837.

The amount of arrears to invalids under the act of the 3d of March, 1837, is	-	-	-	\$117,949 85½
The amount of arrears to widows is	-	-	-	270,125 37½
The amount of arrears to children is	-	-	-	190,341 89

Total of arrears as ascertained to the 1st of October, 1837, and paid to 1st of July, 1837, under the same act is	-	-	-	\$578,417 12
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The amount of stocks owned by the Navy Pension Fund on the 1st of October, 1837, was - - - \$1,049,232 25

On the 8th of November, 1837, there was sold Pennsylvania stock, belonging to the fund, to the nominal amount of - - - \$55,000 00

And United States Bank stock, paid for by the Secretary of the Treasury - - - 641,600 00 696,600 00

Therefore, the present amount of stocks will be only - - - \$352,632 25

But of the proceeds of the United States Bank stock, about - - - 200,000 00 may be invested in stock, and the capital of the fund, for the next year, may be stated at - - - \$552,632 25

PRIVATEER PENSION FUND.

It was mentioned in my last annual report, that this fund would probably be exhausted previously to January, 1838; accordingly, the last stock was sold in May last, and the proceeds applied to pensioners.

The number of pensioners payable out of this fund is - - - 36

And the annual amount required to pay them - - - \$2,920

Pensions to invalids were, according to law, granted to be paid during life, or continuance of disability; it is therefore recommended, as in my last report, that provision be made to pay these pensioners.

It is estimated that the annual sum of \$4,000 00 will be sufficient, not only for this purpose, but also to pay the debts of the fund, and satisfy any claims that may be allowed under existing laws.

On the 1st of January next, six months' pay will be due, and should a law not be made early enough to authorize the payment at that time, most of the pensioners will, in all probability, be much distressed and disappointed.

NAVY HOSPITAL FUND.

The balance in the Treasury to the credit of this fund on the 1st of October, 1836, was \$75,717 36

And the receipts to the 1st of October, 1837 - - - 19,293 00

\$95,010 36

Expenditures to 1st October, 1837, 808 00

Balance 1st October, 1837 \$94,202 36

The particulars from which the above statements are made, will be seen in the documents accompanying this report.

A separate report, in obedience to a resolution of the Senate of the 13th of October last, will be made, of the state, condition, and amount of the Navy Pension Fund, the operation and effect upon the fund by the act of the 3d of March last, for the more equitable administration of the Navy Pension Fund, and the number and names of persons placed on the pension list, the times when pensions were granted to them, and the amount of money paid to each under said act.

The duties imposed upon this Department by the operation of this act, are extremely onerous; and require, as I would most respectfully suggest, the aid of a separate bureau, under a proper head, as Commissioner of Navy Pensions, with powers and duties similar to those of the Commissioner of Pensions of the War Department.

MEDIUM OR LIGHT GUNS.

In compliance with the resolution of the House of Representatives of the 3d of March, 1836, a board of officers was appointed to ascertain the efficiency, and test the safety, of the medium or light guns of the

Navy, and to compare their effects with those of the guns for which they were proposed to be substituted. The necessary preparations and other causes prevented the completion of these duties until the 28th of September last.

From the report made by the board on that day, it appears that, after subjecting the medium or light guns to several tests, they were all satisfied with their safety when used with proper charges.

They were unanimously of opinion that the medium thirty-two pounders were to be preferred to the heavy twenty-four pounders for the upper gun decks of ships of the line; and three of the five commissioners would prefer the medium thirty-two pounders to twenty-four pounders, for the gun decks of heavy frigates.

The comparative advantages between the light twenty-four pounders and the forty-two pound carronades, seem to leave the question of relative efficiency to depend upon the circumstances of space in our own vessels, and the distance of an enemy in case of action; which, being variable in themselves, their relative efficiency would probably be estimated differently by different individuals.

A copy of the report of the board is hereto annexed.

Commodore T. Ap Catesby Jones having presented to the board his individual views in a letter, an extract of such parts of the same as relates to the subject of the resolution, is also annexed.

Upon a late report that an atrocious piracy had been committed near our coast upon the packet *Susquehannah*, our officers and seamen, with great alacrity, volunteered their services to go in pursuit of the supposed pirate.

In performing this duty they encountered unusual hardships and privations, for which their usual pay and emoluments form no adequate compensation. I would respectfully suggest the propriety of making provision by law for giving suitable rewards in this case, as well as in like cases which may hereafter occur.

NATIONAL FOUNDRY.

In my annual report of December, 1835, I took the liberty of suggesting the necessity of establishing a national foundry, for the purpose of casting cannon, shot and shells, as well for the army as navy. This subject I beg leave to bring to your notice as one of great importance.

An establishment for the manufacture of powder for the army and navy is one of nearly equal importance. It is believed that under a joint board of the officers of the army and navy, these objects may be effected with great advantage to the country.

It is my duty to state that the building occupied as offices of the Navy Department, is not such as to afford the proper and convenient accommodations to the officers and clerks employed. The want of rooms for the documents and vouchers of the Department has made it necessary to crowd the halls and passages of the building with wooden boxes filled with papers.

This adds much to the danger from fire, to which the building, with its valuable contents, is daily exposed. It is hoped measures may be adopted for extending the building, and for the safe-keeping of the valuable records and papers it contains.

By the statement marked U, hereto annexed, it will appear that of the appropriations heretofore made for the suppression of the slave trade, there remained in the Treasury on the 23d of November last \$10,763 74.

The necessary references to papers and documents, connected with this report, will be found in a schedule hereunto annexed.

All which is most respectfully submitted.

MAHLON DICKERSON.

To the PRESIDENT OF THE UNITED STATES.

MISCELLANY.

Correspondence of the Baltimore Chronicle.
MILITARY ACADEMY—WEST POINT.

CITY OF NEW YORK, Dec. 15, 1837.

MY DEAR SIR: Were you ever at the National Military Academy? the much-talked-of, illy-understood, and oft abused West Point? the cantonment of our country's future defenders; the cradle of our prospective Washingtons and Montgomeries? If you have not, there is a lamentable hiatus in your history.

A view of its surrounding scenery would, in itself, repay you for your visit. Its daybreaks, its sunsets, its clouds, its storms, its rainbows—

—“Its mountains,
How peerlessly they rise,
Like earth's gigantic sentinels
Discouraging in the skies—
Hail! Nature's storm-proof fortresses,
By freedom's children trod,
Hail! ye invulnerable walls,
The masonry of God.

When the dismantled pyramids
Shall blend with desert dust,
When every Temple made with hands
Is faithless to its trust,
Ye shall not stoop your Titan crests,
Magnificent as now,
Till your Almighty Architect
In thunder bids you bow.

I love ye in your quietude,
When o'er a silent world
Morn's silvery mists entwine your peaks,
Like banners lightly furled.
Nor less, when thrond on blackest clouds
That round ye roll and veer,
The storm-god pours his thunder-trump
And hurls his lightning spear.”

I have just returned from a personal inspection of this beautiful spot; of its library, its scientific apparatus, its public and private buildings, its small arms, and heavy pieces, its guard mountings, and evening parades. I have messed with the officers at their elegant and hospitable table, and honored the Cadets with a tug at their indomitable beef. Unheralded by name or fame, I landed at the post an unprejudiced visitor, with a determination to report to my countrymen the true state of affairs there; I was not ignorant of the tirades heaped upon the establishment by the Hon. Messrs. Hawes and Mann. That it was a convenient receptacle for the incorrigible scions of our aristocracy I had often heard, and, indeed, began partly to believe. In looking over the list of Cadets some years since, I well remember being particularly struck with the CLAYS, VAN BURENS, VAN RENSELLAERS, MONROES, MACOMBS, PINKNEYS, ADAMSES, CRITTENDENS, LIVINGSTONS, RODNEYS, and sundry other proud names that figured conspicuously therein; and I became pretty well impressed with the opinion, that ‘WEST POINT’ was nothing more than a play ground for the sons of our magnates to pass away their idle hours in, at the public expense.

The best way to arrive at a correct knowledge of this institution is to visit it; to learn how the students pass their time, may be gathered from the hundreds that are annually dismissed. No man, no patriot, can sojourn here a day, without congratulating his country on the possession of such an establishment. None but a heady partizan, at a loss for a theme, could for a moment question the utility of a school where every branch of philosophy is cultivated with ardor; where every department of science, necessary to the scholar and man of business, is carefully inculcated, and where *esprit du corps* (without which an army would be a mob) is the natural result of honorable companionship.

From the break of day, until 9 o'clock at night,

every student is profoundly engaged; not an hour is misapplied; the time not devoted to intellectual exertion is awarded to gymnastics. The appetite of a cadet has passed into a proverb; it partakes of the anaconda; two hundred and sixty youths of this description made a descent, in my presence, upon sundry roasted beeves, and the destruction was inappreciable; the field of Marengo was nothing to it. They called it Dinner.

I availed myself of my intimacy with one of the young gentlemen, a candidate for graduation, (the son of a plain farmer of Mississippi,) and obtained from him a more accurate knowledge of the Institution than could be obtained by the majority of any board of official visitors. Detained at the spot by adverse weather, I devoted my time and attention to an analytical survey of the *minutiae* of the establishment. From the humble *plebe* to the “five” highest in standing, I derived my information, and can assure my fellow-citizens, that the man who shall propose to them a dissolution of their National Military Academy, deserves to go to posterity coupled with the hero of the Ephesian dome. Like all other mundane arrangements, it is, no doubt, susceptible of improvement. I will state what I consider defects in the system.

A boy of brilliant attainments, but of lively temperament and somewhat gregarious, is morally sure to be “ranked” by his less gifted but more taciturn fellow student. The good natured boy, who laughs and sings too joyously, and visits his comrades after “taps,” will certainly occupy a place on the list of Brevet 2d Lieutenants, infinitely beneath those who, perhaps, envy him the possession of those propensities.* A student, familiar with mathematics or French, or both, at his entrance, takes precedence at once over those who, in the aggregate of attainments, are his superiors. These facts, and a change in the bed furniture of the Cadet, are submitted to the attention of those in authority.

The present superintendent (a popular officer) is about to yield his place to Lieut. Col. Thayer, the former commandant. The latter accepts the appointment, with the understanding that his government shall not be interfered with for light and transient reasons.

The present professors are accomplished men and appear untiring in their attention to the cadets. I should name Lieuts. Burbank and Wainwright as possessing, in an eminent degree, the essentials for the stations they occupy, combining an intimate knowledge of their department (tactics) with dignity and urbanity; requiring from, and conceding to, the cadets the proper manifestations of respect: their superiors, perhaps, could not be found in the army. To secure the love of so large a body of individuals, whilst subjecting them to the daily observance of most rigid discipline, is an advantage which few officers possess. To win and preserve the affection of subordinates, has been a desideratum with superiors. Napoleon and Murat were conspicuous in this particular; they were meteors, however, in the military firmament.

In reference to the aristocratic character of this institution, a brief explanation will suffice: the War Department has ever directed that appointments of cadets shall be made from the States and Territories, in the ratio of their representation in Congress. New York and Virginia must, therefore, very properly, have the greatest claims. Delaware and Rhode Island fewest. In the making out of warrants, the member of Congress is always consulted; this is natural; the Secretary of War is not presumed to know every man's son in the commonwealth. If Joe Wiggins obtains the ear of his representative, in behalf of his chuckle-headed son, before Peter Flukins speaks of the pretensions of his lad, that's Wilkins' luck, not the fault of the Secretary. If favoritism exists at all, it rests with the Congress-

man. The Hon. Mr. Twiggins waits upon the Secretary and says, "Sir, I respectfully solicit for the son of a respectable constituent of mine, one of the 'bone and sinew' of the country, a thriving farmer of Noodle Doozy hundred, a cadetship at West Point." The Secretary turns to his chief clerk without further inquiry, and, on the recommendation of Mr. T., directs that a warrant be forthwith issued for the incipient Alexander. This is the rationale of the mode pursued in filling up this aristocratic depot. If there be a vacancy, the lad fills it; if not, he remains an undistinguished "cit," though he were the son of Gov. Wolf himself.

The President's recommendation that graduates of the Military Academy shall be required to serve a term of years after the completion of their academical probation, is just. In the event of a war, however, these graduates, who have already commingled with their fellow citizens would speedily repay the nation the loss of their education by their promptness and efficiency as militia commandants.

* This, it thinks me, is an error. Punish the offender on the spot. Confine him to his quarters; impose extra tours of guard duty, increase his recitations; but in the matter of his standing for life, let that be based upon his actual professional worthiness.

From the New York Commercial Advertiser.

THE COURTESY OF THE DUELLO.—In looking over an old chronicle, the other day, we fell upon the subjoined account of a duel fought between two of our American generals, during the Revolutionary war. It presents one of the most striking instances of high-bred courtesy, acted upon to its very extreme, that we have ever known; and as such, as well as for its general historical interest, we think the story worth reviving. It will remind some of our readers, doubtless, of the famous but more fatal duel of Lord Bruce and another gentleman, whose name we have forgotten, fought nearly two hundred years ago.

CHARLESTON S. C., Sept. 9, 1778.

Last Saturday, a difference that has for some time past subsisted between General Howe and General Gadsden, terminated in a duel. The following is an authentic account of the proceedings on that occasion:

"Eleven o'clock was the hour appointed for Generals Howe and Gadsden to meet. About ten minutes before eleven, General Howe and his second, Colonel Pinckney, were at the place appointed, under the liberty tree. Immediately after they had got there, General Gadsden and his second, Colonel Elliot, met them; but there being many people near the spot, and some in the tree, the seconds proposed to ride to Mr. Percy's lane, behind Mr. Rudgeley's house, as it was very well adapted for the purpose, by the shade and retirement it afforded.

General Gadsden and Colonel Elliot went on in a carriage; General Howe and Colonel Pinckney followed at an unexpected distance, on horseback. When they came to the ground they alighted, and the generals paid each other the usual compliments of hat and hand, and reciprocally declared that they had no rancor or resentment against each other; and that it was only in compliance with a point of honor which brought them there. The seconds then examined and loaded the pistols in the presence of the generals, and delivered to General Howe one of his own, and one of General Gadsden's pistols: and to General Gadsden one of his own and one of General Howe's. General Howe then desired his second to acquaint his friends, in case he should fall that it was his earnest request that they would not prosecute General Gadsden beyond the mere formality of a trial; and General Gadsden desired both the seconds to acquaint his friends, in case he should fall, that he entirely forgave General Howe, and

earnestly begged them not to prosecute him; and he particularly enjoined Colonel Pinckney to charge his son not to intermeddle in the affair at all.

Gen. Howe's second then stepped off the distance fixed upon by himself and Colonel Elliot, (eight short paces,) and the generals being placed at their stations, Colonel Elliot said, "Gentlemen, we have now marked out your distance, and leave you to act as you please; not doubting but, as this is an affair of honor you will act consistently with the strictest." General Howe then said to General Gadsden "fire, sir." General Gadsden said, "Do you fire first, sir." General Howe replied, "We will both fire together." General Gadsden made no answer, but both presented. There was a pause for a few seconds, and General Howe lowered his pistol and said, with a smile, "Why don't you fire, General Gadsden?" General Gadsden replied, "You brought me out, General Howe, to this half-play, and ought to begin the entertainment." Gen. Howe then fired and missed. General Gadsden after a short interval fired his pistol over his left arm, nearly at right angles from General Howe, and then called out to General Howe to fire again. General Howe smiled, and at the same time dropping his hand with the pistol in it, said "No! General Gadsden, I cannot after this."

General Gadsden's second said he was happy to see so much honor in the generals; that he did not think that General Gadsden could have made a handsomer apology, or General Howe have shown a higher sense of honor, than in acting as he had done. Then General Gadsden went up to him, and said "Now, General Howe, I will mention to you, what I could not do before, as my letter was a public one, and the words contained in it seemed to me to be proper; and as your's was a private one, the part in it which, in the opinion of my friends, left an opening for an apology, I could not then take notice of; but I told my friend, in the carriage, before I came on the ground, that I intended to receive your fire; and though I may perhaps talk of this matter again, yet I assure you I shall never, in future, make use of any harsh expressions concerning you." General Howe replied, "that it was very agreeable to him that the matter terminated in this way, and he was happy that he missed him." General Gadsden's second said he hoped now the difference that had occasioned this duel might subside and be left in that spot. The generals then, in token of their friendship, shook hands and parted.

ORIGINAL POETRY.

STANZAS,

TO THE MEMORY OF THE LATE
INGHAM WOOD,

A Lieutenant in the 1st Regiment of U. S. Infantry,
BY LIEUT. J. R. B. GARDENIER, U. S. A.

I.

Friend of my Youth! with whom, in boyhood's day,
Upon the Hudson's wild romantic shore,
Link'd heart and hand, I oft was wont to stray!
Alas! upon those banks we'll rove no more.
No! ne'er again those highlands traverse o'er,
Where nature's grandeur taught our blended soul
Submissively to worship and adore
The ARCHITECT DIVINE, who planned the whole,
From OCEAN's unknown depths, to EARTH's remotest
pole!

II.

Friend of my youth! how oft I've climb'd with thee,
Where "Old Put's" bastions, crumbling fast with
age,
Uprear their ancient heads majesticly,
As though they still for liberty could wage
Successful war. Aye! eager to engage,
Now in decrepitude, as when, of yore,
They laugh'd to scorn the adversary's rage;
Proclaiming, iron-tongued, from shore to shore,
AMERICANS to KINGS were tribute-slaves no more!

III.

How sweet was life, my friend, ere yet we knew
 Its sad realities; and thought to find
 That unknown world—so brilliant to our view,
 A Paradise of every joy combined—
 Where fragrant zephyrs were the only wind,
 And sorrow's blast our bliss should never blight.
 'Twas but the tinting of an ardent mind,
 Unus'd to sketching; where the rays of light
 Promiscuously were shed, o'er scenes of day and night.

IV.

When grown to "man's estate," it was my joy,
 With thee, in friendship, many years to spend:
 'Twas thine to teach me, Earth, without alloy,
 Could boast at least *one* honest, constant friend;
 Whose fond affection death could only end!
 But now thou'rt gone, where may I find another,
 On whose affection I can so depend?
 Who seek, like thee, those griefs I fain would smother,
 To heal them as a friend, or share them as a brother?

V.

About Fort Snelling did we often roam:
 Where, madly bounding o'er its rock-girt walls,
 In thundering cataract and clouds of foam,
 The Mississippi, in its grandeur falls.
 A scene whose stern magnificence appals,
 Filling the heart, which here His wonders scan,
 With dreadful awe for Him, whose fiat calls
 These waters forth. An evidence to man
 How vain that human reason which His works would scan!

VI.

How oft, with thee, when exiles from our homes,
 Where all was wilderness of wood and plain,
 Where, wild in freedom, still the savage roams,
 But where, alas! he may not long remain,
 I've seen thee musing on his fate with pain;
 Have heard the breathings of thy gen'rous soul,
 As, in thy fervor, thou couldst not refrain
 Upbraiding those who first a footing stole
 Upon the red man's lands, and then usurp'd the whole!

VII.

Oh, yes! how oft, near bright St. Peter's stream,
 Among the wigwams of the Sioux we've stray'd;
 How oft, on Pilot Knob, where last the beam
 Of dying sunset in its glory play'd;
 Of Lake Calhoun, how oft the circuit made;
 Or, on the hill-peak pausing, mark'd the tomb
 Of swarthy warriors, in their ashes laid:
 Nor pitied them, who, of their people's doom,
 In ignorance return'd to earth, their mother's womb.

VIII.

Since last I view'd those scenes, successive years
 Have flitted by; and though again I may
 Behold them often, it will be with tears,
 And not with heart so buoyant, light and gay,
 As when, with thee, it was my wont to stray;
 For thou art gone! and what are they to me,
 When he who gave them life has pass'd away?
 But still I'll cherish them, for they shall be
 As relics of our joys—as monuments of thee!

IX.

Why, cruel DEATH! could not thy fatal dart
 Within thy quiver tarry yet awhile?
 Why draw'st thy bowstring at that youthful heart,
 So rich in virtue and so void of guile?
 Why robb'st that cheek of that endearing smile?
 Why chill'st that pulse so warm with gen'rous feeling?
 Loving the good and pitying the vile!
 But, oh 'tis vain, to thy hard heart appealing,
 Remorseless as thou art, our BEST-LOVED's life-blood
 stealing!

X.

* * * * *

XI.

No more the trumpet's blast, no more the fife,
 Nor spirit-stirring drum, nor call to arms,
 No more thy country's cause, no more the strife
 Of troops contending, nor of war's alarms,
 Thine ear disturbs, thy martial spirit warms!
 But deaf alike art thou, in breathless sleep,
 To earthly music and to earthly storms;
 Whilst friends, who lov'd thee fond, thy mem'ry keep,
 And mourning thee, in sadness "sit alone and weep."

WASHINGTON CITY;

THURSDAY, DECEMBER 28, 1837.

EXPLORING EXPEDITION.—The New York American and other papers have positively announced that the command of the exploring expedition had been tendered to, and accepted by, Captain LAWRENCE KEARNY. Having been anxious to make known, at the earliest possible day, the name of the successor of Commodore JONES, we have been diligent and constant in our inquiries at the Department, and learn that no definite arrangement has yet been made with respect to a commander. It is highly probable that Captain Kearny has been consulted on the subject, and we shall lose no time in making known the name of the commander, so soon as he may be ordered.

A Board of Naval Officers, composed of Commodores HULL and BIDDLE, and Commander AULICK, has been in session at Washington, on matters connected with the expedition, (not, however, as a court of inquiry,) and, having closed its labors, has adjourned.

SEMINOLE WAR.—We have nothing from Florida, later or more authentic than that published in our last. We shall, no doubt, hear positively in a few days, whether the Indians have been sincere in their promises to surrender and emigrate.

By a letter from an officer of the army, dated at Fort Mellon, we are informed of the organization of the command of Brigadier General EUSTIS.

Brig. Gen. A. Eustis, commanding.

Lieut. J. H. Simpson, 3d art'y, A. D. C. and A. A. Adj. Gen.

Lieut. Col. J. Bankhead, 4th art'y, commanding Brigade.

Lieut. J. Pickell, Adj't 4th art'y, A. A. Adj. Gen., of Brigade.

Senior Officers of battalions of Brigade.

Lieut. Col. W. Gates, 3d artillery,

Brevet Major J. L. Gardner, 4th artillery.

Brevet Major G. Dearborn, 2d infantry.

Brevet Major J. Staniford, 2d infantry.

The brigade numbers about 1,200 men, and the command is very healthy.

Col. D. E. Twiggs, commanding 2d regiment of dragoons, forms the other brigade, and numbers about 500 men, healthy and well disciplined.

By the arrival of the Bremen brig *Vesta*, at New York from Rio Janeiro, we have received the following intelligence from a correspondent of the movements of our public vessels in that quarter.

The U. S. ships *Falmouth* and *Lexington* sailed from Rio de Janeiro, the former on the 19th and the latter on the 22d October, bound to the Pacific, through the Straits of Magellan. The U. S. ship *Fairfield*, Capt. Mayo, arrived at Rio on the 22d October, in eight days from the river La Plata; all well on board all the ships. The U. S. brig *Dolphin* was left at the island of Maldonado with the *small pox* on board. Acting Mid. Bennett left the *Falmouth* to return home, sick; Mid. W. B. Douglass left the *Lexington*, to return home via England, sick; and Mid. Jno. B. Randolph left the *Lexington*

with despatches for the United States. Mid. Rolando, of the *Fairfield*, was left sick at Buenos Ayres. An American sloop of war was seen standing to the southward, in lat. 23 deg. 30 min. N., and long. 64 deg. W., on the 1st of Dec.

The names of the officers of our vessels of war are often so much metamorphosed by being incorrectly printed, that it is next to impossible to recognise them. Take the following as a sample; it was published in nearly all the New York papers, with slight variations.

List of the officers attached to the U. S. ship *Lexington* and *Fairfield*:

O H Clark, Commander; E B Bohtwell, J B Cutting, J J Glasson, B. Shepherd and W C Chaplain, Lieuts; J. M. Trailey, Act Master; H S Coulter, Surgeon; S W Kellogg, Asst do; W P Lantzinga, Purser; B F Shuttuck, J L Parker and J H Sherburne, Pass'd Mids; T K Perlee, P C Van Wake and C Wester, Midshipmen; H Bacon, Sail maker; W S Cooper, Boatswain; P Dee, Carpenter; Barton, Gunner; W B Douglass, Act Mid, had left the *Lex* to return by the U S via England, on the sick list.

List of Officers of the U. S. Ship *Fairfield*.—J. Mayo, Esq. Commander; J E Bisphain, E G Teller, C S Gleason, F Hagar, Lieutenants; J F Brooke, Surgeon; A O Watson, Purser; W Herndon, Acting Master; H Gansevoort, C R P Rodgers, A Weir, Jr, H Rogers, S L Kenluck, J S K Gore, W. Whelfield, J L Samour, Midshipmen. Midshipman H Rolando, left sick at Buenos Ayres.

Correspondence of the Army and Navy Chronicle.

CAMP ON SHELL ISLAND,
Mouth of the Sabine river, Nov. 24, 1837. }

The command now here is composed of two companies of the 3d Infantry. The officers are—

Major W. G. Belknap, Commanding,
Captain Andrew Lewis,
1st Lieut. A. G. Blanchard, A. C. S.
2d Lieut. J. H. Eaton,
Assistant Surgeon C. McCormick,
1st Lieut. W. O. Kello and 2d Lieut. W. S. Henry
are at Fort Jesup, sick.

We left Fort Jesup on the 10th July, 1837, and were in camp, on the Sabine, about fifteen miles, by the river, south of Gaines's Ferry, until the 23d of September, when the descent of the river was commenced. The summer was employed in preparing the boats, &c.

The obstructions to navigation in high water were but trifling, and easily removed until we arrived at "The Raft." This is, or was, about 150 miles from the sea, and was composed of several masses of trees, interlaced and piled upon each other, covered with grass and annual plants. It extended, in all, about half a mile. Three weeks' labor removed it. From thence for 100 miles, the river is a very fine one, broad and deep. The narrows come then for ten miles, when the river divides into two branches, of which we took the right-hand one, that being evidently the main river. Here a week's labor enabled the boats to get through. The navigation, except in high water, will be very difficult in the narrows, on account of the river being very narrow and crooked. From the narrows to the sea, there is a fine river. The bar at the mouth of the river, in the lake, has four feet water on it.

We have lost but one man, from any cause since we started, notwithstanding the exposure to which we have been subjected.

THE MARINE CORPS.—In copying an article recently from the *Richmond Enquirer* in relation to the Marine Corps, we intended to have accompanied it with the following notice from the *National Intelligencer*.

The commendations of the corps by persons so competent to judge, are deserved by it, not less for its usefulness as a body, than for the merits of the individual members composing it.

THE MARINE CORPS.—It has given us pleasure to find, in a quarter so influential as the *Richmond Enquirer*, a tribute to this distinguished arm of the nation's defence, which, from its peculiar organization, has the honor of serving wherever danger or duty calls, on both elements, and whether on the land or on the water, has ever been found faithful and efficient. The headquarters of the Marine Corps being at the seat of Government, we have, for a long series of years, been brought much in contact with its esteemed members, and this, perhaps, has occasioned us always to regard with peculiar interest its fortunes and career. That regard which has now existed for more than a quarter of a century, could only impress us with respect for the honorable share the corps has borne in our national conflicts, from the first flag that was struck to our arms on the ocean to the present moment, when it is found with unflinching constancy and characteristic bravery serving and suffering in the swamps of Florida. Feeling thus towards it, we have read with especial pleasure the emphatic testimony in its favor of so distinguished and competent a witness as the gallant veteran whose opinion the *Enquirer* quotes in support of its own. —*National Intelligencer*.

P. S. By an officer of the navy, arrived this morning from Norfolk, we learn that the ship of the line *Pennsylvania*, Com. Stewart, arrived at Hampton Roads on Tuesday the 26th inst.

The frigate *Columbia* Com. Read was lying at the Navy Yard, Norfolk, awaiting her crew from the *Pennsylvania*. The *John Adams* was lying off the Naval Hospital, ready for sea.

✂ Subscribers, whose term expires with the present number, and who have not already renewed, are respectfully reminded that it will be necessary to renew, to insure a continuance of the paper to their address.

ARRIVALS AT WASHINGTON.

Dec. 26—Paymaster E. Kirby,	Gadsby's.
Capt. B. Huger, Ordnance,	Fuller's.
Capt. J. Brown, 6th Inf.,	Gadsby's.
27—Capt. I. P. Simonton, 1st Drags.	Fuller's.
Asst. Surgeon W. Hughey,	Gadsby's.
Maj. Gen. W. Scott,	cor. F and 14th sts.

PASSENGERS.

Ninety recruits, for the 1st Infantry, sailed from Fort Monroe, on the 20th inst. for Tampa Bay, per schr. *Empire*, under command of Lieut. Hoffman, 6th Infantry, and Lieut. Wooster, 4th Artillery.

The ship *Republican*, from New York, arrived at Savannah on the 15th inst., having on board 194 U. S. troops under command of Capt. E. Backus, 1st Infantry. They embarked on the 18th in the steampacket *Florida*, for Garey's Ferry.

SAVANNAH, Dec. 15, per ship *Republican*, from New York, Capt. Backus, Lt. Hale, U. S. A., and 194 U. S. troops, under command of Capt. Backus.

NEW YORK, Dec. 20, per ship Tuskina, from Mobile, Mid. T. M. Mix, and J. F. Armstrong, of U. S. Navy. In the Bremen brig Vesta, from Rio Janeiro, Mid. J. B. Randolph, of U. S. Navy, bearer of despatches from the coast of Brazil.

COMMUNICATION.

FENCING.

The following is an extract from a communication to the (London) Sporting Magazine, headed "Fencing:"

"How many of the officers of our forces are completely ignorant of the use of the weapon they are accounted with, none but those who have had opportunities of seeing can imagine. Will it be credited, that ninety-nine out of every hundred of the commissioned are no match for the inferior grades? Yet such is the case most impartial military men will aver. For my own part, I knew a corps, a short time since, where there was but one single officer who understood the use of the sword. I say understood the use of it, for I cannot call a superficial knowledge of the divisions of the sword exercise, sufficient for the purpose for which his sword is worn; as well might you call a child just commencing his first steps a pedestrian, as term those who are ignorant of their sword's use, efficient officers. It may be imagined I overlook the duty of the officers, which is to command their men; no such thing; for if it be necessary in a general officer to see the juniors are acquainted with their sword exercise, and report thereon at his half-yearly inspections, it is surely requisite that he should know it himself; and when is he to learn it? Not when more onerous duties press themselves upon him, not when his mind is occupied with the strategetic arts of war, or when time has weakened his nerves or palsied his hand. No; the knowledge should be acquired in earlier days, when the quick eye, the nimble hand, and firm and elastic step, are easily trained into the required habits. I fearlessly ask most gentlemen of the army, whether they are as proficient as they might be in the exercise of arms; whether they have not practised it rather as a *boring drill*, than as (to them at least) a useful knowledge and healthy recreation. Would that our young gents, when they join the corps to which they may happen to be appointed, but study it for their own credits, and then we should not have to say, as is at present the case, that one of the learned professions can produce the best swordsman in England.

"It appears to me, from all that I have seen, both at home and abroad, that (in a military point of view) one of our most useful recreations is not only but little appreciated by the British nation at large, but is also, by the individuals most concerned, viewed with indifference or apathy. I should be sorry to see it followed generally as it was formerly, for the purpose of obtaining satisfaction, as it is erroneously called, in a duel *a l'outrance*, yet I still think it may be advantageous to some; and if what I now have written should only stir up one, to whom it hereafter may be useful in his country's defence, to study it, I shall think my time well employed in these hasty remarks."

These remarks will apply with still greater force to our army; but the fault lies with the Government and not with the officers. Will it be believed that even in the cavalry, whose *principal* weapon is the sabre, not a single sword-master is employed? As in that corps, so in all the others, there is no possible opportunity offered to the members to attain any degree of proficiency in the "art of fence," an accomplishment, not many years ago, generally acquired as an ornament by gentlemen to whom it was not useful and necessary.

The employment of a fencing master at the Mil-

tary Academy, is a humbug; not half the graduates take a single lesson.

It may be well to remark that during the last war, in each troop of dragoons was numbered a master of the sword and of riding. It had been well if greater attention had been given to the composition of the corps of dragoons at that period, in the more recent legislation on the subject; the further omission of a saddler to each troop, is, I am confident, a source of many times the expense which would be necessary to their employment.

A "Farrier and Blacksmith" is also a humbug. No blacksmith is ever a farrier. If the Government would employ two competent farriers or veterinary surgeons to a regiment, with salaries of from \$500 to \$1,000 per annum, it would undoubtedly be a saving, owing to the great loss of horses for want of their skill.

DE FOIX.

FORT GIBSON, Nov. 20, 1837.

PROCEEDINGS OF CONGRESS, IN RELATION TO THE ARMY, NAVY, &c.

SENATE.

THURSDAY, DEC. 14.

Mr. RUGGLES offered a resolution calling upon the Secretary of War for the communication of certain surveys on the Atlantic coast. Adopted.

Mr. FULTON presented a resolution from the Legislature of Arkansas, asking appropriations for a line of fortifications to be established on the western frontier of that State.

MONDAY, DEC. 18.

The VICE PRESIDENT presented a report from the Navy Department, in reply to a resolution of the 13th of October last, in regard to the condition and amount of the Navy Pension Fund, and the number of persons on the Pension list.

TUESDAY, DEC. 19.

A communication from the Secretary of War, in relation to hospitals on the Mississippi, was laid before the Senate.

Mr. RIVES introduced a bill to establish and regulate Navy rations, which was, on leave, read twice, and referred.

On motion of Mr. ROANE,
Resolved, That the Secretary of War be authorized to make (certain) experiments on projectiles.

On motion of Mr. LINN,
Resolved, That the Committee on Military Affairs inquire into the expediency of making an appropriation to pay (certain) mounted volunteers in Missouri.

WEDNESDAY, DEC. 20.

The following resolutions were offered and adopted:
By Mr. CALHOUN: That the Secretary of War be directed to submit to the Senate a copy of a report by Col. Long, of the Engineers, relating to the Western and Atlantic Railroad of the State of Georgia, with the accompanying map.

By Mr. WILLIAMS: That the Secretary of War be requested to communicate to the Senate a copy of the report, plan, and estimates, of a survey of a part of the Kennebeck river, State of Maine, made during the past season, by Lieut. Col. Long, of the Topographical Engineers.

THURSDAY, DEC. 21.

Mr. PRESTON introduced a bill explanatory of the acts regulating the pay and emoluments of brevet officers.

HOUSE OF REPRESENTATIVES.

THURSDAY, DEC. 7.

The bill from the Senate to authorize the employment of national vessels for the relief of distressed vessels coming on the coast, which had yesterday been read twice, was read a third time, and passed.

On motion of Mr. EWING, of Indiana,
Resolved, That the Committee on the Militia be instructed to inquire into the expediency of authorizing the appointment of suitable and competent military inspectors, to muster and train, and discipline the commissioned and non-commissioned militia officers of the several States, in field encampment, sixty days of the year; and paying said officers as cadets are now paid, during the periods of their instruction in camp.

The SPEAKER presented a communication from the Secretary of the Navy, transmitting, in obedience to the act of Congress of March 3, 1809, an abstract of expenditures under the head of Contingent Expenses of the Naval Establishment, as settled and allowed at the office of the Fourth Auditor of the Treasury, from the 1st of October, 1836, to the 30th September, 1837.

TUESDAY, DEC. 19.

The SPEAKER laid before the House a letter from the Secretary of War, transmitting a report from the Paymaster General, accompanied by copies of documents relating to the claims of Tennessee volunteers, called for by the House on the 11th inst.

Also, a letter from the Secretary of War, accompanying his report of the examination required by the order of the House of Representatives of Feb. 22, 1837, of the various positions not heretofore examined, within the waters of New York Bay and its vicinity, which are adapted to the establishment and construction of dry docks, with their comparative advantages.

FRIDAY, DEC. 22.

Mr. CAMBRELENG, from the Committee of Ways and Means, reported the following resolution, which was agreed to:

Resolved, That the Committee on Military Affairs be instructed to inquire into the expediency of authorizing an appropriation to complete the erection of permanent barracks and quarters at Fort Leavenworth, on the frontier of Missouri, for four companies of dragoons, including stables for their horses, according to a plan approved by the Secretary of War.

Mr. CAMBRELENG, from the same committee, reported a bill making appropriations for the support of the Army for the year 1838.

Mr. SMITH reported bills for the employment of boys in the merchant vessels of the United States; and making appropriation for a marine hospital at Portland harbor, in the State of Maine.

On motion of Mr. ALLEN, of Ohio,

Resolved, That the Secretary of War be instructed to transmit to this House copies of any reports made by Captain Henry Smith, in reference to the surveys, made by him at the mouth of the Cuyahoga river in Ohio, under the instructions of the War Department.

Mr. PETERKIN offered the following, which lies one day:

Resolved, That the Secretary of the Navy report to this House, as soon as he conveniently can, a full list of all officers, seamen, and marines, in the naval service disabled by wounds or injuries received while in the line of their duty, who have claimed and received the benefit of an act of Congress, of March, 1837; and the name of the pensioner, the amount of back pension received by him, the rank he held at the time he was disabled, the rank he now holds in the Navy, and the degree of disability reported to entitle him to a pension; and if not now in service, the rank such officer held at the time of his claiming arrearage of pension under the act of Congress aforesaid.

DOMESTIC INTELLIGENCE.

Correspondence of the Savannah Republican.

GAREY'S FERRY, Dec. 15.—This day the steamboat *Santee* came here from Fort Mellon, with Micanopy, Cloud, Co-a-hadjo, and twenty-four warriors, with their families—making in all seventy-eight men, women and children. The news from Fort Mellon, is as follows: the Indian deputation has failed in the main parts. The above Indians, with nine or ten more, came in by their solicitations. Yesterday, four of them, including Sam Jones' nephew, ran away. Col. Twiggs sent thirty men after them, but without success. Four were sent out as runners, and one or two sent with a horse to Jumper to ride in (he being reported sick) but they took the liberty to jump the horse off. I conversed with one of the Indians (who speaks the English language) in presence of the chiefs, who appeared to understand what was said, and all that could be inferred was, that if Sam Jones and his party came in, that the whites would catch them; but he said many would come in, but many lies were in circulation: Co-a-co-chiee and Sam Jones' party stating

the whites would hang the Indians if they came in. Gen. Jesup moves to-morrow, should nothing occur. The *Santee* leaves here to-morrow for St. Augustine with the captives. No news from Tampa, nor from the Alabamians, who were sent scouting three days ago.

From the Savannah Georgian, Dec. 22.

INTERESTING AND LATE FROM FLORIDA.—Major McLean arrived this morning in the steamer *Santee* from Garey's Ferry, and from him we learn the regular forces under Gen. Jesup, composed of about 1,500 men (all regulars) have moved from Fort Mellon under the immediate command of General Eustis.

On Wednesday last, six companies led the way, four of the dragoons under Major Lomax, and the rest followed day after day, so as to have the roads in good order for the baggage trains. They were destined to Sam Jones' town in a south-eastern direction, about two miles from the St. Johns, where all the Indians were collected under Sam Jones.

The depot at Fort Mellon is secured inside of a large picket, garrisoned by 140 men, under the command of Major Staniford.

Gen. Hernandez, with the Tennessee volunteers, moved at the same time along the St. Johns, on the eastern side towards the south, while General Eustis marched on the Western side.

All of the Florida volunteers had been discharged with the exception of one or two companies. Previous thereto they had scoured the whole country from St. Augustine to Mosquito, and thence down the St. Johns to opposite Fort Mellon, on Lake Monroe.

A depot is to be established under the command of Maj. Dearborn in or above Lake Harney, which is about 30 or 35 miles southeast of Fort Mellon, in a region of country hitherto unexplored, and which is supposed to be in the vicinity of the everglades.—The steamboat John McLean had reached the bar of Lake Monroe on the way to establish this depot, and pole boats had preceded her two days under the command of Major Dearborn, to be prepared with supplies for the army. Gen. Jesup has had to cut roads through dense hammocks, miles in extent, for the baggage trains, and the labor has been cheerfully performed by the U. S. troops, all of whom are in excellent health and spirits.

Colonel Taylor, with about 1,000 men, composed principally of regulars, with a few volunteers and 200 Delaware Indians, has received a message by a runner from Alligator and Jumper, two of the most important chiefs in the nation, (the first commanded at Dade's massacre, and the last is the sense keeper of Micanopy,) that they with their families intended to come in forthwith. Since that message, Alligator has been in and left hostages for him, and his family's safe return, and that of Jumper, who is in miserable health and cannot ride or walk.

Col. T. is on the Kissimmee, about 30 miles in the rear of S. E. of Sam Jones, so that it appears impossible that Sam Jones can move without coming in contact with some portion of the forces.

It is supposed by all the officers that Alligator and Jumper with their families have, ere this, gone in to Col. T.

Gen. Nelson with his brigade of Georgia Volunteers is scouring that section of the country from Fort King down towards the Outhlacoochee thro' the Alachua Territory, which will doubtless be effectively done by this officer as he is well acquainted with that section of country.

The Alabama volunteers are scouring the country between the St. Johns and Gen. Nelson's route.

The Cherokee deputation, composed of Field, Bushyhead, Conrad, Woodward, and Pole Cat, are also in the *Santee* on their return to Washington.

From the Arkansas Gazette.

LITTLE ROCK, Nov. 28, 1837.

CREEK EMIGRANTS.—The steamboat *Itasca* arrived here, from Memphis, on Friday evening last, and passed up for Fort Gibson on the following morning, with about 800 emigrating Creeks, who had been collected in the old Chickasaw country; all in good health and spirits. The officers in charge of them, are Captain Morris, United States Agent, Disbursing Agent; R. E. Clements, Agent; and Dr. Mays, surgeon.

CHICKASAW INDIANS.—The steamboat *De Kalb*, Lemmon, arrived at this place on Wednesday night last, from Memphis, and passed up on the following morning, with about 500 emigrating Chickasaws on board.

ANOTHER PARTY OF CHICKASAWS.—The steamer *Kentuckian* arrived last night with a party of emigrating Chickasaws, amounting to near 800 in number. We understand that Mr. Vanderslice of Kentucky, is superintending their removal.

P. S.—Tuesday morning, 7 o'clock.—The steamer *John Nelson* has just arrived, having on board another large party of Indians.

THE ENLISTED INDIANS.—The *Little Rock Gazette* states that 500 warriors of the Choctaw tribe rendezvoused at Fort Gibson with a view of entering the service of the Government for the Florida war at the rate first offered by the Secretary of War. When they learned that there was a mistake in the wages offered, they disbanded in great wrath, tore off their plumes and war ornaments, and washed the paint from their faces. It will be no easy matter, says the *Gazette*, to pacify either them or the northern tribes; nor will it be safe for our agents, who have been at all engaged in the transaction, to remain among them, or even for other men to occupy their places.

The Choctaws had received from the Merchants in the Indian district, upwards of \$20,000 in goods, intended for the expedition, for which there is now little hope of ever receiving payment. Take the matter all in all, nothing could have exerted a more unhappy influence upon our Indian relations, than this mistake of the Department. It will increase the suspicion with which our government is now regarded, by the tribes on our western frontier, and will influence exceedingly the discontented spirit now ripening in their minds.

TAMPA BAY, }
October 25, 1837. }

The undersigned Officers of the Army, attached to the detachment of troops on board the *Caledonia Brander*, express to Captain Nicholson their thanks for his kindness, and for his attention to their comfort during a long voyage from Fort Monroe to Tampa Bay. It gives them particular pleasure to bear testimony to the energy and intrepidity displayed by Capt. Nicholson, under circumstances of exciting interest and full of danger. The politeness and accommodating spirit of all the officers of the ship call for the unqualified approbation of the undersigned.

R. M. KIRBY, Major U. S. A. Comd'g.
T. HENDERSON, Ass't Surgeon U. S. A.
RO. M. McLANE, 2d Lt., 1st Art.
W. H. CHAPMAN, 2d Lt., 2d Reg't Art.
J. A. EARLY, 2d Lt., 3d Art.
WM. ARMSTRONG, 2d Lt., 2d Art.
H. HOOPER, 2d Art.
J. A. TAYLOR, 2d Art.

REVENUE CUTTER McLANE.—Since the mishap which befel this vessel last summer, she has undergone complete repair, and is now in fine order, as we are happy to learn by a letter from her vigilant and

meritorious commander, Capt. Sturgis. It is to be hoped that measures have also been taken by our government, in justice to that faithful officer, to repair as amply the damages sustained in his private property, through that luckless casualty.—*Nantucket Inquirer*.

NEW YORK, Dec. 20.—The United States Revenue Cutter *Alert*, Captain Pickett, will sail this morning on a long cruise along the coast, for the purpose of affording relief to such vessels as the severity of the weather or other circumstances may place in situations requiring it. The *Alert* is fully furnished with all the necessary supplies, and will be able we trust to mitigate much of the misery that is encountered on our coast during the severe season. The Revenue Cutter *Gallatin* will cruise for the same benevolent purpose between the Capes of the Delaware and Barnegat.—*Gazette*.

NORFOLK, Dec. 25.—The U. S. ship of the line *Pennsylvania* got under way on Thursday, and proceeded down the Delaware, bound for this port. Capt. McCarty of the sloop *Leo*, arrived here on Saturday, reports that he came out of the Delaware on Thursday afternoon, in company with the *P*. The wind has been fair ever since, but the weather thick. On Saturday evening the wind from N. E. breezed up to a gale, with snow and rain, and during the night blew with great violence. Yesterday the weather was thick and stormy all day. So that, if the *Pennsylvania* was at sea, there was a good opportunity for trying her qualities.—*Herald*.

FOREIGN INTELLIGENCE.

From the Globe.

We have been furnished with a copy of the following highly complimentary letter, addressed to Professor F. R. Hassler by order of the Lords of the British Admiralty, which we take much pleasure in laying before our readers.

It will be recollected that, under the superintendence of the Secretary of the Treasury, Mr. Hassler has charge of the very important works directed to be accomplished by Congress of a survey of the coast of the United States, and for the comparison and fabrication of standard weights and measures, to be furnished to the respective custom-houses, as well as to each of the States.

It is a source of gratification to learn by this letter, that the importance exhibited by the action of Congress respecting these works, is borne out by the testimony of men of science elsewhere, as also to find the estimation in which the talents and scientific acquirements of Mr. Hassler are held abroad.

ADMIRALTY, July 6, 1837.

DEAR SIR: I have to acknowledge, with many thanks, the receipt of your very valuable work on Weights and Measures, and also of your Correspondence on the Coast Survey.

The Lords of the Admiralty have commanded me to thank you on their part also; and their lordships, the public, and all the men of science of this country, heartily join with me in the earnest wish that the preliminary correspondence will have so completely cleared away all official difficulties, that you will be now able to advance with rapid strides that great and laborious, but unspeakably important enterprise, which the Government of the United States have so judiciously confided to your management.

That the Government may now effectually support your efforts, and that your health may be equal to the various and constant demands upon it, are the sincere wishes of

Yours, faithfully,

J. BEAUFORT.

To F. R. HASSLER, Esq.

BY THE SOUTHERN EXPRESS MAIL.

MEXICO AND TEXAS.—From the following letter received from Captain Wm. Mervine, commander of the United States sloop of war Natchez, it would appear that hostilities are on the point of recommencing between Mexico and Texas.—*New Orleans Bulletin*.

U. S. SLOOP OF WAR NATCHEZ, }
Off S. W. Pass, Miss., Dec. 15, 1837. }

The merchants of New Orleans, interested in the trade to Texas, are respectfully informed, that the subjoined information relative to the movements of the Mexican army and navy was received by me, at the Brassos de Santiago, from a source entitled to credit.

WM. MERVINE,

Commander U. S. Navy.

"November 22d.—A battalion of infantry, consisting of about two hundred men, crossed the Rio Grande and took up their line of march towards Texas with two pieces of artillery.

Nov. 23d.—A battalion of cavalry crossed and joined the infantry, consisting of about two hundred and fifty men.

Nov. 27th.—A battalion of Sapas crossed the river with the intention of uniting with the other men. There were also about twelve hundred men stationed near the stream Colorado in the limits of Texas. On the 22d about six hundred men entered Matamoros from the interior. The division in that place consists of near three thousand men. It is confidently believed that this division intends marching into Texas.

It is supposed that the first movement of the Mexicans is to take possession of the Aransas inlet, which leads to the Copano; probably the squadron will be up in a few days from Vera Cruz."

NOTICE TO MARINERS.

LIGHT VESSEL OFF DRAGOE.—The following notices for the information of ship owners trading to the Baltic, have been issued by the General Board of Customs and Trade at Copenhagen, under the date of 10th Oct. this year.

"For the greater security of the navigation thro' that intricate passage called the Grounds, between the islands of Amaga and Saltholm, on entering the Sound from the Baltic, a light and pilot vessel will be stationed at the end of this month, off Dragoe. This vessel, which has two masts, schooner rigged, and is painted with red sides and a white cross, will be moored to the southwest, about four hundred fathoms from the Quabres ground, in a depth of four and a half fathoms, and to the S $\frac{1}{2}$ E (magnetic bearings) thrice eight Danish miles from the Dragoe harbor, and to the ESE, thrice sixteen miles from the Landreef Buoy. The fire apparatus consists of nine lamps, with reverberators placed around the after mast, at an elevation of twenty-five Danish feet above the level of the sea. The lamps will be lighted at the same periods as the other lights on the Danish coast, viz: in the winter season, from Michaelmas to Easter, half an hour, and in the summer season, from Easter to Michaelmas, one hour after sunset, to be kept burning until sunrise. In hazy and foggy weather, the ship's bell will be rung, continuing for ten minutes after an interval of five minutes. A red flag will be displayed in the day time, and in stormy weather a red sack hoisted on the vessel's foretop. Dragoe pilots will be stationed on board of the light vessel, for the purpose of piloting such ships through the Grounds as may make the usual signals. A list of the ships which have employed pilots will be published weekly for the information of the underwriters and ship owners.

"The light and pilot vessel will remain at her moorings until the 21st December, and she will resume her station on the 1st of March of every year,

unless prevented by the ice. The crew are not allowed any intercourse with vessels passing the Sound, (beyond putting pilots on board) except in cases of distress or immediate assistance being required, which will, if possible, be rendered.

FRANCIS C. M'GREGOR,

H. B. M. Consul in Denmark."

Elseneur, Oct. 17.

Extract of a letter from the agent to Lloyd's, at Crookhaven, county of Cork, Ireland.—"Sir—You will please to have it posted up for the benefit of marine information, that a corked bottle, covered with barnacles, was picked up on the 19th Oct. at the Mizen Head, in lat. 51 20 N. lon. 10 17, containing a letter with the following information. Your obedient servant,

JAMEL DRISCOLL.

To Mr. W. Dobson, Secretary to Lloyd's."

"Whoever may chance to pick this bottle up will please to make it public for the benefit of science—that it has been dropped into the sea off Cape Horn, lat. 53 3 S. lon. 67 5 W.—ship Salem, Crucken, U. States; crew and passengers all well.

June 24, 1830.

F. R. CRUCKEN."

The Australian of April 25, states that the exact position has been ascertained of those dangerous rocks in the direct path of ships bound to Singapore, Batavia, and the Maylayan Archipelago, thence to China—upon which it is supposed so many missing vessels have been wrecked. The position is as follows: lon. 103 30 30 E., lat. 19 59 12 S.

DOMESTIC MISCELLANY.

THE NAVY.—We take the following article from the Erie, Pennsylvania, Gazette, which we recommend to the perusal of our readers, as being full of arguments on the subject of which it treats, and as an evidence of the value our citizens put on this right arm of our national defence.—*U. S. Gazette*.

We call the attention of Congress to the situation of the navy.

We have been flattered from year to year, by the reports of the Secretaries of the navy, representing the gradual increase and development of our maritime resources, and naval powers, as ample for all contingencies; our public prints have also boasted of our increased means, and abilities of meeting any, even the most formidable powers of Europe in naval conflict, without estimating the means, the manner, or the difficulties, with which our officers and seamen would have to contend; yet upon the reported commission of an atrocious piracy, at which the whole community stood aghast, we find all our vaunted preparations not equal to the protection of our own coast. Preparations, to be sure, have been made on paper, upon an extended scale, but no resources provided for the protection of our home commerce, nor ships in readiness to repel the insolent attacks of the wandering freebooter, at a time when a large portion of the wealth of the nation is in transit for the liquidation of commercial balances. The navy has reputation; but not for its success, nor its character either, is it indebted to the fostering care of the general government; to that gallant band, to whose care the protection of our flag and our national honor was entrusted, are we indebted; for with a few frigates, and sloops of war, in the war of 1812, they "bearded the lion in his den," and taught the Americans themselves this lesson, (that seems lost upon those, whose especial care it is, to foster, and render as formidable as possible, this most valuable arm of our national defence,) that the enemy's strength lay in their heavy ships, and formidable fleets—that our interest and our success depended on dividing their force, in crippling their com-

merce, at the same time extending protection to our own.

Experience hath proven, that the ability of our navy, both for our national defence and the protection of our extended commerce, lays not in the size of our ships of war, but in their number—not in their fitness for the evolutions of the line of battle—but rather for their ability to display their force for protection, and to repel aggressions in the remotest seas, with the greatest possible celerity and the least expense.

In direct contradiction to the experience of the past, our Navy Commissioners have persisted in the construction of heavy ships of war, calculated to act only in connection with others of equal force, and fitted only to augment the already cumbrous fleets of the maritime nations of Europe, (whose strength is the growth of centuries,) or to decay in our own docks. None pretend to doubt the ability of our seamen to defend them; aside from that, is it policy to stray from a system that ensures us success, and at the same time unfits other nations from coping with us on more than equal terms? Our resources are not sufficient to build, upon an emergency, heavy fleets to cope with those of England; the attempt would be preposterous, and fraught with ruin to our little navy; this must be the work of time. Time alone can fit us for the wielding of great fleets; and in the interim, it should be our aim to prepare ourselves as perfectly as possible, for the contingencies of war. While great fleets are transporting themselves from place to place, or manœuvring for the vantage, our frigates and sloops of war would scour every sea, hie themselves to every clime, whip their single ships in detail, spread the news far and wide to our merchantmen, cripple the enemy's commerce, and finally force them out of their accustomed and cherished mode of fighting, and by so doing, yield the supremacy and their fleets to those whose valor entitles them to command.

We therefore urge upon Congress the resumption of that system which is so essential to our situation, by authorizing the construction of some twenty sloops of war, and a proportionate increase of the smaller class of frigates, as cruising ships, for the protection of our coast from piracies, and our commerce in foreign seas; giving increased employment to our officers and seamen, and rendering that protection which is due from the government to the interest of the people.

The whole agricultural interest of the Union is deeply interested in the protection of our widely extended commerce. Pennsylvania, Ohio, Indiana, Illinois, Michigan, Missouri, Kentucky, Tennessee, in fact all the States and territories, venting their products through the medium of the Ohio, Missouri and Mississippi rivers, are all deeply impressed with the necessity and importance of keeping a large naval force in the Gulf of Mexico, for the protection of the commerce of the Mississippi, which from New Orleans passes to all parts of the world. Our whale fisheries in the Pacific, the ships of which consume a large amount of the annual products of the western States, and return to the United States an aggregate amount of wealth, perhaps not surpassed by any other branch of productive industry in which our countrymen are engaged; aside from its production of wealth, it should be fostered as a nursery for seamen, in which this service stands pre-eminent, as producing the most capable and hardy. This trade, in connection with that of the East Indies, should be zealously looked after, and each protected by a naval force, ample at all times to render that assistance and protection which is essential to promote its increase and security.

A judicious expenditure of the public monies should urge Congress to place the navy on such a footing as will enable our officers to aid the citizen in exploring unknown climes, for new sources of com-

mercial wealth, and distinguish themselves, by their application to the protection and furtherance of the views and the interests of the whole community.

DRY DOCK.—The proceedings which we publish this morning,* from a meeting of Mechanics, is worthy of particular attention. We should have given them yesterday but for the late hour in which they came to the office, though as early, we doubt not, as they could be prepared. They, however, are always in season. When the Pennsylvania went down the river, we took occasion to refer to this very subject, and founded our remarks upon the fact, that the water on the bar was rapidly increasing, and we added then, and repeat now, that Philadelphia is particularly deserving the attention of the general government in regard to the proposed naval improvement.

The distance of the navy yard from the sea, is such as to render it peculiarly safe from all attack by an enemy in war; and yet such is the facility of ascent by steam tow boats, (in the winter aided by ice boats) that the navy yard of Philadelphia may be reached by a ship of war from the sea, nearly as soon as that at Charlestown, near Boston.

Labor is cheap in Philadelphia, and this is of all places, that where *all* the materials for building and repairs may be most easily obtained.

We have the satisfaction of knowing that this subject has occupied the attention of many besides those who were so laudably active at the meeting to which we have referred. Not only has a survey been made to ascertain the practicability of the dock, but the most *direct* measures have been adopted to bring to the work all the advantages of European science in the great improvements adopted in the principal naval stations in France, so that the nation, in sanctioning the measure, will insure the construction of docks and locks of the most improved character, at far less than the usual cost.

The proposition is one that deserves the attention of Philadelphians generally. It has been begun in public in the proper quarter. Let the Mechanics be backed in their request, and we are sure that the delegation in Congress from the three districts will use their exertions to secure success. Indeed every Pennsylvanian will vote for such a measure, and why should the delegates from any other state vote against it?—*United States Gazette*.

*The paper, from which the foregoing was copied, did not contain the proceedings in question.—*Ed. A. & N. C.*

LIFE BOAT.—Last week a life boat with 400 fathom of grass rope and other materials for wreckers, was taken to Rockaway and placed in the house erected for that purpose near the Marine Pavilion. The life boat was built of the best materials by E. De La Montagnie, of this city, and after the model projected by the inventor, Mr. Greathead, of England. She is 30 feet long and 10 feet in width, and filled with cork between her ceiling and sheathing. There are also air pipes along the sides, under the thwarts, protected by wooden cases and air pipes in the cuddies fore and aft. She rows with 10 oars double banked, and she has a shifting mast with a small lug sail, which she can use in any weather. From her construction she cannot be up set, and she will carry when filled with water 9,000 lbs. of stone without any danger of sinking. Her draft of water is about five inches, and a proper vehicle has been provided to transport her from her station to any part of the coast where she may be wanted. The boat is under the charge of Mr. Hewlett, of Rock Hall, and the wreckmasters have been authorised to use her when wanted.

The house, boat and materials, have cost between \$1700 and \$1800, of which about \$1600 have been subscribed. Another boat is wanted for the New

Jersey shore, and an effort will be made to make a similar provision for that part of our coast.

In justice to an enterprising and valuable fellow citizen, we should add, that the existence of this boat is in a great measure attributable to the persevering efforts of Joseph Blunt, Esq., who was mainly instrumental in collecting the subscriptions, and under whose superintendence she has been built and placed upon her station. We hope he will meet with similar success in procuring a Life Boat for the Jersey shore, where it is much needed. He need but make the effort, to succeed, for our merchants are always ready to do their duty in every project of admitted public utility.—*New York Courier & Enquirer.*

SHARP SHOOTING.—The Kingston (Pa.) Herald has the following anecdote:

Just about the close of the Revolutionary war, a Captain Mitchell, with his company, was stationed at Wyoming; and he had a Sergeant named John M'Neily, a capital shot with a rifle; but one of our Wyoming lads beat him all hollow; so that M'Neily himself, agreed to hold a board, six inches square, under his arm, a white spot in the middle, and let Ishmael Bennett, Jr., fire at it, twenty rods off hand. It was a most hazardous experiment, but Bennett shot; the ball cut the white spot, passing through the board, of course between M'Neily's arm and breast.

Some one told Captain Mitchell, who swore roundly, and sent a file of men to bring them both before him. Instantly he had twenty rods measured off—bid M'Neily stand with the board as before, and ordered Bennett to shoot. Somewhat reluctant, before the angry Captain, to try so dangerous an experiment again, yet confident in his own nerve, his trusty rifle, and his steady sight, Bennett carefully wiped his gun, loaded and fired. Mitchell ran to see—the second ball had cut in right beside the first. A great shout was raised by the spectators. With a round oath, (too common in those times—to the credit of the morals and taste of the present day, much less common now,) the Captain gave M'Neily a smart kick for running so great a hazard, but called in the successful Ishmael, gave him a glass of wine and a pound of the choicest powder.

From the Nantucket Inquirer.

PERUVIAN ANTIQUITIES.—Capt. Benjamin Ray of this town, commander of ship Logan, recently arrived at New Bedford from the South Seas, procured while on the coast of Peru some singular relics, the circumstances under which they were found rendering them peculiarly curious and interesting. His ship touched at the port of Guarnay in Truxillo, about lat. 10 S, the inhabitants of which have discovered in their immediate vicinity, the subterranean remains of an ancient city, from which they had dug out many remarkable vestiges of former generations—and concerning whose history or fate no remembrance or even tradition survives. He visited the site, where the excavations were still in progress, and personally examined such portions of the ruins as had already been penetrated. The walls of edifices were still standing, several human bodies had been exhumed, and many household implements and other articles of various descriptions brought to light. The bodies were in a wonderful state of preservation, the hair, the nails, and integuments remaining entire as in life, and the muscular structure but little shrunk, though perfectly exsiccated—the effects possibly of the nitrous properties of the circumjacent soil. The position in which these mummies were found, leaves no doubt that the population, who are supposed to have numbered some 30,000, were overwhelmed in the midst of their ordinary occupation by some sudden and terrible convulsion of nature. The corpse of a man was found in an erect attitude, amidst whose dress were sundry coins, which were sent to Lima, where it was decided after minute inspection, that

at least 250 years must have transpired since the occurrence of the fatal catastrophe. In one of the buried houses Capt. R., saw the body of a female in a sitting posture, wrapped in a loose cotton robe, who, when overtaken by the common calamity must have been engaged in weaving, with the materials of her vocation in her hands and around her. A small piece of cloth, partly woven, was stretched before her upon a sort of reed frame, and in one hand she held a sharp thorn 8 or 10 inches in length, on which was wound a quantity of fine cotton thread, of a light brown color; parcels of cotton and worsted yarns of various colors were also lying near. Capt. R. procured the unfinished fabric, the thorn or spindle, and several samples of the threads. The finished portion of the cloth is about 8 inches square, and apparently embraces just one half of the originally intended dimensions.

ARMY.

GENERAL
ORDER,
No. 77.

HEAD QUARTERS OF THE ARMY,
ADJUTANT GENERAL'S OFFICE,
Washington, Dec. 21, 1837.

I. The Major General Commanding-in-Chief has received from Brevet Major General Jesup the proceedings of a General Court Martial, of which Captain G. S. Drane, 2d Artillery, is President, in the case of Private Robert Hayland, of Company H, 2d Regiment of Dragoons, who was arraigned and tried on the following charge and specification:

CHARGE.

"Mutiny."

Specification: In this, "That the above named Robert Hayland, a private, of Company H, 2d Dragoons, did, on or about the 25th of June, 1837, at Fort St. Marks, Florida, seize a loaded musket, and attempt to shoot the Sergeant of the Guard, in the discharge of his duty."

"To which charge and specification the prisoner pleaded 'Not Guilty.'"

"The Court pronounced the following finding and sentence:

"Guilty of specification.

"Not Guilty of charge, but Guilty of mutinous conduct."

"SENTENCE.

"The Court, after mature deliberation on the testimony adduced, do sentence the prisoner, private Robert Hayland, to be shot to death."

II. The proceedings in the foregoing case having been submitted to the Secretary of War, were returned to the Court, with instructions to reconsider its finding and sentence.

The Court, being duly re-assembled, adhered to its former finding and sentence.

III. This case is an aggravated one, and deserves the highest punishment. The Court, on a full examination of the evidence adduced, found the prisoner "not guilty of mutiny," as charged, but "guilty of the specification," which the Court considers as amounting to "mutinous conduct," and passes the sentence of shooting to death. The Court, on its reconsideration of the case, not understanding the difference between actual mutiny, and mutinous conduct, adheres to its original sentence. The mutiny was fully confirmed, as set forth in the specification, but the Court thinks proper still to pronounce the conduct of the prisoner "mutinous conduct," and gives, as a reason for this extraordinary distinction, that "It is the prerogative of the Court to modify the charge, and, in the present change of heading, from 'mutiny' to 'mutinous conduct,' and, under the circumstances and facts of this case, as shown and recorded, they are only sensible of the shadow of change, so far as the degree of crime is involved. They feel perfectly satisfied that the degree of punishment awarded in this case, is consistent with the grade of crime found by them."

"The Court, in their award, were not especially governed by the 7th article of war; but kept in view, more immediately, the 9th article, which they beg leave to refer to. The Court, with all proper deference and respect, return their proceedings, unaltered, to the authorities."

This, certainly, is a most extraordinary distinction

made by the Court, in the degree of crime and guilt. The case is analagous to a soldier being charged with *desertion*, and found guilty of *absence without leave*. If the prisoner was found guilty of *desertion*, he might, in time of war, suffer the punishment of *death*, by the sentence of a General Court Martial; but if found guilty of the less crime of *absence without leave*, he would not be subject to so high a penalty, but might be punished in a less degree. So with *mutiny*, for which crime he might suffer *death* by the sentence of a General Court Martial; but *mutinous conduct*, is conduct only tending to mutiny, and thus a punishment of a lighter cast is only authorized to be inflicted.

The case of *Hayland* comes completely within the definition of the crime of *mutiny*, and he ought to suffer death for his conduct, as the law directs. The 7th article of war covers the case precisely; but the 9th article of war, to which the Court alludes, and seems to direct its attention and judgment, is not applicable to the case, because the word *officer*, in that article, alludes to *commissioned officer*, and not *non-commissioned officer*; and in every instance, where the word *officer* is used in the articles of war, without qualification, it means *commissioned officer*, and not *non-commissioned officer*; a *non-commissioned officer* is, technically, not considered as an *officer*, the classification being *officer*, *non-commissioned officer*, and *private*.

The consequence of this proceeding, on the part of the Court, is, that the prisoner escapes a just punishment for one of the most dangerous crimes of which a soldier can be guilty. The man must now be discharged from confinement and set at large.

MUTINY, by military men, is understood to imply extreme insubordination, as individually resisting by force, or collectively rising against, or opposing, military authority, such acts proceeding from alleged or pretended grievances, of a military nature.

BY ORDER OF ALEXANDER MACOMB,
MAJOR GENERAL COMMANDING-IN-CHIEF:
ROGER JONES, *Adj't. Gen.*

GENERAL } HEAD QUARTERS OF THE ARMY,
ORDERS, } ADJUTANT GENERAL'S OFFICE,
No. 79. } Washington, Dec. 23, 1837.

The following letter has been received from the Secretary of War, and is published for the information of all concerned:

"DEPARTMENT OF WAR, }
December 21, 1837. }

"SIR; Letters are frequently received at this Department, from officers of the army, through members of Congress, preferring claims, or seeking redress of grievances, and too often couched in language disrespectful to their superiors in command. In such cases, they will never be considered, however respectable the channel through which they come; but under no circumstances is it necessary for an officer to avail himself of any other than the regular military channel. Claims or remonstrances addressed to the Department in temperate and respectful language, will be promptly considered, and decided on their merits, without prejudice or partiality; according to the rules of equity or military usage, where it governs the case; and, under no circumstances, will such rules and usage be departed from, to favor or to wrong any one.

I have learnt, with regret, that an officer, high in command, extended, on a late occasion, to an officer in charge of them, an order to lend certain field pieces for the celebration of a party triumph. The cannon belonging to Government were made for the defence of the country, in time of war; and their only legitimate use, in time of peace, is for instruction, and the celebration of national triumphs, or national festivals; all orders to apply them to party purposes, of any description whatsoever, are improper, and ought not to be obeyed by any officer in charge of them. You will, therefore, cause the regulation to be republished, and direct that it shall, in no case, be departed from.

The Department condemns all interference, on the part of the officers of the Army, with the party politics, which, from the nature of our institutions, so often agitate the country. If they take an active part in political strife, passions and prejudices will be enlisted for or against them, and their condition become dependent upon the success or defeat of a party; engendering a state of feeling fatal to the standing, as well as to the

discipline, of the Army. The best efforts of the Department are directed to ameliorate the condition, elevate the character, and restore the discipline of the Army; but these efforts will be unavailing, unless seconded by the conduct, good sense, and proper feeling of the officers.

Very respectfully,
Your most obedient servant,
J. R. POINSETT."

MAJ. GEN. A. MACOMB,
Commanding General U. S. A."

ARMY REGULATIONS—Extract.

PAR. 21.—"Ordnance, or ordnance stores, in charge of any ordnance officer, or the commander of any regiment, company, or detachment, or other agent of the Ordnance Department, shall, in no case, be issued or loaned to individuals; nor shall any articles of such ordnance, or ordnance stores, be, under any circumstances, used for private purposes, by any officer, or other agent, having charge of the same, or be diverted from its legitimate use, as indicated by the laws appropriating for the service of the Ordnance Department."

BY ORDER OF ALEXANDER MACOMB,
MAJOR GENERAL COMMANDING-IN-CHIEF:
ROGER JONES, *Adj't. Gen.*

GENERAL } HEAD QUARTERS OF THE ARMY,
ORDER, } ADJUTANT GENERAL'S OFFICE,
No. 78. } Washington, Dec. 22, 1837.

The following "REGULATION" has been received from the War Department:

"WAR DEPARTMENT, Dec. 20, 1837.

"A General or Field Officer, when travelling on duty, without troops, will be entitled to transportation for one servant, at the rate of eight cents per mile, on certifying that his servant actually accompanied him on his journey.

J. R. POINSETT."
BY ORDER OF MAJOR GENERAL MACOMB,
ROGER JONES, *Adj't. Gen.*

NAVY.

ORDERS.

Dec. 20—Mid. C. S. Throckmorton, Navy Yard, New York.

12—Lieut. W. A. Wurts, transferred from ship John Adams to West India Squadron.

21—Comm'r M. P. Mix, leave 6 mos., to be absent from U. States.

22—Mid. E. Boyle, Naval School, New York.

Mid. J. M. Duncan, frigate Columbia.

23—P. Mid. W. S. Swann, acting Master, do.

VESSELS REPORTED.

Brig Porpoise Lt. Com. Wilkes, arrived at Charleston, S. C., on Friday, 15th inst., in 5 days from New York. The following is a list of the officers attached to the Porpoise:

Charles Wilkes, Esq., *Lieut. Com'dt.*; Junius I. Boyle, *Lieut.*; Wm. Johnson, *Surgeon*; R. R. Waldron, *Purser*; Alexander Gibson, *Acting Master*; *Passed Midshipmen*, Overton Carr, Robert E. Johnston, John B. Marchand, James Alden, Sam'l R. Knox, R. Forrest; *Midshipman*, Wm. May; W. Henry, *Captain's Clerk* and *Acting Midshipman*.

The Porpoise is to be employed in the survey of several ports on the southern coast, authorized by Congress, and sailed from Charleston for Tybee bar and Savannah, on the 24th inst.

Ship Concord, *Lieut. Com'dt* H. A. Adams, was at Vera Cruz on the 26th of November, bound on a cruise, soon.

Schr. Shark, *Lieut. Com'dt* G. F. Pearson, arrived at Marsilles on the 30th October, from Port Mahon.

Ship John Adams, *Comm'r* Wynman, from New York, arrived at Norfolk on Saturday evening last, and anchored off the Naval Hospital.

Ship Natchez, *Commander* Mervine, off the S. W. pass of the Mississippi, Dec. 15.

Revenue cutter Washington, *Capt.* Hunter, put into Norfolk, Dec. 21, bound on a cruise.

Revenue cutter Campbell, *Lt. Com'dt* Coste, at Smithsville, N. C., Dec. 18.

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